

F.G. GARDINER EXPRESSWAY



**Meeting Minutes
Construction Liaison Committee Meeting #2
Wednesday April 12, 2017
2:00 p.m. to 3:30 p.m.
RBC WaterPark Place, 10 Bay Street, Suite 810**

Agenda and Discussion

The discussion captured is summarized below. Questions are noted with a "Q", comments with "C", answers with "A", and action items with "Action." Answers were provided by City of Toronto staff.

Agenda and Discussion

1. Welcome

Meeting was chaired by the City of Toronto.

2. Review March 22nd meeting minutes and action items

- Riviera Condominiums was omitted from the *Attendees* section in the March 22, 2017 meeting minutes
- Working hours and closures were clarified as requested:
 - Working hours are 7:00 am to 7:00 pm, Monday to Saturday
 - Rees Street on-ramp closed from 9:30 am to 3:30 pm, Monday to Saturday
 - The south lane on eastbound Lake Shore Boulevard from Lower Simcoe Street to Bay Street will be closed from 9:30 am to 3:30 pm, as the contractor has requested its use for 5 weeks

3. Review of Construction Schedule & Traffic Management

Q: Can we traffic light timing be adjusted at Lower Jarvis Street for the double left turn.

A: We have provided an adjustment which is five to ten seconds of additional time.

Q: Who manages the staging for cement/ construction trucks going to and from the site? Will trucks be using the open lanes, causing traffic congestion?

A: Grascan Construction Ltd., is managing the construction trucks entering and exiting the construction site. The closed lane on Lake Shore Boulevard will act as the route for construction vehicles to pick-up and / or deliver materials. The live lanes will remain for traffic flow.

Q: Why can't the City put in a left turn at York Street?

A: A left turn cannot be added during construction because it is unsafe as there is a blind-spot turning left on York Street. Also, Lake Shore Boulevard will be reduced to a single lane within the construction area. A left turn would severely hold up traffic. When construction is completed, there will be left turn movement.

Q: Have you thought to monitor pedestrian movement under the Gardiner Expressway?

A: It is difficult to control people and their movement on foot. We have done our best to educate and communicate about proper crossing etiquette, and it is now up to the individual to follow that.

Q: Are there contingencies in place related to the Raptors and Toronto Maple Leaf's games this spring?

A: There is no contingency in place beyond extensive communications about the work. Construction cannot be delayed. It has been approved by Council and will be going forward this spring.

Q: Has there been an effort to reach out to the large organizations with complexes near the Gardiner (ex., MLSE, Ripley's Aquarium, hotels)? Has it been requested that they tell their guests to use public transit?

A: Yes, there have been meetings with numerous stakeholders like the ACC, Blue Jays / Rogers Centre, BIAs and others. We have asked them to share construction information, and traffic management messaging with their customers. Construction is proceeding and there are limits to what we have to make things work smoothly in regards to traffic, but we are still going to work in partnership and amenably with both. For instance, when the Jays have day games, we will reassess the second lane closure. If there is a Saturday game, we can try to work around it too. We have also given the same information to other municipalities (west of Toronto), so that they can promote that the city is still open, and that there are other ways to access the core.

Q: Has Metrolinx responded saying they would be willing to increase/ change their service during construction?

A: We have worked with GO Transit in regards to routing their buses by providing advanced notice. In recent years, both public transit providers have increased their service during on and off peak times. No further information has been identified about service changes. As mentioned, we have tried to give everyone a heads up early on. There will also be electronic variable message signs on the Gardiner advising of the closure.

Q: Are news outlets like CP24 aware of the construction?

A: Yes, there was a media release issued on April 6. Numerous news articles have been written as well. Internally, there will also be updates through our twitter accounts of @TO_Gardiner_LS and @TorontoComms. We are also looking to use Facebook.

Q: Early last spring, there was a lot of staging on Queens Quay Boulevard and Rees Street. Where are the trucks anticipated to cue and how will they get into the city, and out of the area? Both Queens Quay and Rees Street are quiet, and not appropriate streets to stage this kind of work.

A: The construction trucks can potentially stage on the curb lane east of Lower Simcoe Street, instead of Queens Quay Boulevard. Getting the trucks to go farther may not be conducive to the construction. For example, concrete dries really fast, and the trucks have to be in proximity of where the concrete is required. However, this can be something we can bring to the contractors attention.

Action: Speak with contractor about staging locations for construction vehicles.

Q: Is there a temporary signage plan in place? Is there a physical plan that we can see? Can these signs maybe be programmed to prescribe alternative routes?

A: The City did account for signage when this project got started. Some of it is already on display. There are electronic message boards up in multiple locations along the Gardiner, near the Boulevard Club, British Columbia Road and York/Bay/Yonge off ramp and project signage located around the site.

The City also does not prescribe travel routes, we provide recommendations for rerouting traffic. We let motorists know what is available going east and west to access to the core. There is not one easy prescribed route to get around this construction – there are many as we have a grid pattern of streets; and everyone will use their own. The only times we identify a detour route is if there is no other way to reorient yourself.

Q: When things get congested in the city, everyone ends up using Queen Quay Boulevard. Is there any way to identify Queens Quay as a local road, or some other alternative should be put to keep people off that street; maybe going along Fort York or Bremner Boulevards?

A: There is no mention of Queens Quay Boulevard on any traffic management messaging. Also, identifying Queens Quay Boulevard as a local road is difficult to do because "local traffic only" signage is not enforceable. There are also positives and negatives associated with doing that. Reduced traffic along Queens Quay Boulevard is not what is wanted because it is a tourist oriented area. The promoted emphasis for traffic management is on exiting eastbound Gardiner Expressway at Jamieson, Spadina or Jarvis. There is a gate at Spadina Avenue that has been opened to allow people to merge onto Lake Shore Blvd and travel further east. Rees Street becomes an option to get to York Street as well.

Q: Can pedestrians go north from Lake Shore Boulevard?

A: Pedestrians will still continue to have north-south access along Lower Simcoe, York and Bay Streets during the construction. There will be a closure of the intersections at Lower Simcoe and York to remove the overhead span of the ramp which will prevent access for safety reasons. The closures will take place on separate weekends and hence you will still have access maintained to make your way from Queens Quay north and south on the adjacent streets. More information will be provided in advance of the intersection closures. As well the walkway beside the RBC building will be maintained for pedestrians and hoarding will be erected around the York loop where unfortunately access will not be permitted during the construction, mostly for safety issues. As for the sidewalk on the north side of Queens Quay, it will still be open for pedestrian use as our construction will be within the park area.

Q: Will those weekend closures fall on long weekends?

A: Unfortunately, we do not know that information yet. A weekend will be picked carefully, taking into consideration sporting events and the contractor's work schedule. Potentially, there could

be a closure on a long weekend. When that is confirmed, we will notify all stakeholders and the public.

Q: Which off-ramps can you access to go east-bound into the city?

A: Off-ramps at Jameson, Spadina and Jarvis Streets allow you to access east-bound routes.

Q: What is the volume of traffic on Rees Street?

A: From what we generally know, the traffic volume on Rees Street is not heavy.

Q: When will the eastbound on-ramp at Rees Street be closed?

A: The eastbound on-ramp at Rees Street will be closed Monday to Saturday, 9:30 a.m. to 3:30 p.m., from April 17 to May 31 to allow demolition to take place during the day and reduce overnight demolition work. If there are any special events, the contractor will be accommodating to work around that. We recognize the ramp is needed.

Q: Opening the Spadina Avenue gate can become problematic. If people are confused about this new route, there could be major traffic backlogs.

A: Physically, there is not much more we can do for traffic management than opening up those gates. There are transit priorities elsewhere which restrict us playing with signal timing too much. A lot of patience will be needed. We are fortunate to have the ability to open this gate. The extra lane open is planned to aid eastbound traffic. It will take about a month for everyone to reorient themselves. We do not want to be reactive and change things that could potentially work. For example, during Pan Am, the HOV lanes were a contentious issue in terms of travel movement. Understanding their usefulness took time.

Q: Is the Toronto Hydro construction going westbound complete?

A: Yes, the Toronto Hydro construction is nearing completion. They are only allowed to close the road during off-peak hours, which are between 9:30 a.m. to 3:30 p.m. As this is an already existing project, it is hard for us to tell them to halt construction so that we may proceed with our own.

Q: Will there be paid duty officers along Lake Shore Boulevard and Rees Street to alleviate critical challenges road users may face, especially during major events at the Rogers Centre or ACC?

A: The expectation is that the event organizers (MLSE) look into that and implement service where needed during their events. We will have paid on-site officers at the intersections if the need arises for them.

C: There will be paid duty officers there during events, and we have looked into having Toronto Police present. We also advise tenants to stick with public transit.

4. Review of Tree Planting Post Construction

Q: The Contractor has placed protectors around all the trees, I saw them today. Weren't some meant to be removed?

A: Yes, two trees located within the park area of the York loop are to be removed; however we may be able to retain one of the trees at the south end. We want to see that the mature trees make it through the construction period, so the contractor will do all they can to protect them.

Q: It was mentioned that the municipal by-law states that trees would be replaced 1:1 on public property. Will the trees at the back of the condominium at 228 Queens Quay Boulevard be put back in the same spot, or anywhere along Queens Quay? Currently, there are no trees in the back of the building. This is not fair; I have to walk five blocks to get to trees.

A: You are correct. Replacement does not necessarily have to be exactly in the same place. We do however understand your point about the trees behind 228 Queens Quay Boulevard. It is something that we will look into.

Action: Speak with Urban Forestry regarding the location of replacement trees.

Q: Is it possible to have trees planted beside the new bike trail on Lake Shore Boulevard, similar to what is on Queen Quay Blvd?

A: The trail would encroach on the area of the trees roots. There would not be enough space for them to grow. Their new locations are optimal for growth.

Action: Look into distance/ needs.

Q: What will the tree pits look like?

A: The new trees will be planted in the silva cell tree pits, which will include a rod and posts.

C: The Waterfront BIA and business community on Queens Quay Boulevard are paying for and maintaining these trees. They will have an irrigation system installed, and we will ensure they stay alive. Our assistance with the trees go above and beyond the city standard, and doing so is not cheap.

Q: The trees behind our building were removed and they would have played some part in sound attenuation, or even dust mitigation. Why were they removed if they have these benefits?

A: It is a myth that trees help with sound attenuation. We can look further into it for you, but it does not block sounds.

Action: Look into trees providing sound attenuation.

Q: Do you know the types of trees that are there?

A: Yes, we do. They are:

- Norway Maple
- Silver Maple
- Chinese Elm
- Honey locust
- Crab-apple

Q: Is anything else going into the beautification of the multi-level garage 200 Queens Quay Boulevard?

A: That is not owned by the City of Toronto. It is private property and beautification efforts are up to them.

Q: Will garbage and delivery trucks be able to safely get in and out of 250 Queens Quay Boulevard (at the back)? Will it also be safe for them to work in front of the fenced area with all the debris that will be flying from the demolition?

A: The access to the building is from Queens Quay Boulevard, so there will be no effect to them entering or exiting. The Contractor has this round rubber blast mat that will be hung from a

machine, like a curtain so that fragments from the demolition will not fly everywhere. We would recommend watching the equipment back there for dust build up, as there will be a lot of that.

Q: If anything were to get damaged, who can we contact immediately?

A: For stakeholders in this CLC group, we will provide you with the contact information of Dave Smith, the contract administrator before construction starts on Monday. If it is not an emergency, we request you speak with the City's project manager.

Q: We do not necessarily like the pillars / piers that will be left over after the construction in the York Street Park. Is there anyway a decision can be made about them before construction ends?

A: We will channel this concern to the Parks representative who will be dealing with this.

Action: Bring this to the attention Parks.

4. CLC Input on Frequently Asked Questions:

- You could just look through the minutes and pull from our questions to you.
- Please spell check.
- Could you add information about who manages the staging/ cement/ construction trucks that will be going to and from the site, and provide answers for if these trucks will be using the lanes open, causing traffic and causing increased traffic?
- Queens Quay Boulevard access has not really changed, with the exception of the York Bay Yonge ramps closure. Could you provide information on how to funnel customers into the city, and how they can avoid the congestion?
- Maybe be more upfront about the Rees Street on-ramp closure.
- Definitely add information about pedestrian access.
- Add in a "Best Practices" section, with traffic routes that allow people to best access Queens Quay Boulevard as the construction closes Bay Street etc.
- Could the City get in contact with Google Maps/ Waze and inform them about the routes that will no longer exist in Toronto because of this construction?
- Put in information about public transit.
- Information about how to stay informed, maybe a twitter handle?

5. Other Business

Q: Can you put the location of the meetings on the minutes? Can you number the minutes? For example, today would be meeting two.

A: Yes, moving forward.

Q: Can you provide the pre-inspection documents for 250 Queens Quay Boulevard?

A: City of Toronto to look into.

6. Next Meeting Date – May 10th, 2:00 pm

